

CITY OF CORVALLIS
COUNCIL POLICY MANUAL

POLICY AREA 9 - RIGHT-OF-WAY MATTERS

CP 91-9.01 **Crosswalks**

Adopted April 15, 1957

Affirmed 1970

Affirmed October 7, 1991

Revised November 20, 1995

Revised October 18, 1999

Revised November 3, 2003

Revised December 17, 2007

Revised December 19, 2011

9.01.010 Purpose

To establish a policy regarding marked crosswalks where they add safety.

9.01.020 Goal

The goal is to provide a consistent procedure to be used by staff in deciding when to mark crosswalks in Corvallis.

9.01.030 Background

The City Council and staff often receive requests from citizens to mark a crosswalk in the belief that marking a crosswalk will result in increased safety to pedestrians crossing at that location. Studies have been done to determine under what conditions marking a crosswalk is likely to increase pedestrian safety. In most cases, marking a crosswalk reduces the safety to pedestrians and results in an increase in motorist/pedestrian crashes. The Federal Highway Administration (FHWA) has published a report that provides guidance on when marking a crosswalk may increase safety: <http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf>.

This policy was established to provide guidance to staff and to inform the general public on the approach to marking crosswalks in Corvallis.

CP 91-9.01 Crosswalks

9.01.040 Definitions

a. Crosswalk – means

(1) where sidewalks, shoulders or a combination exists, the portion of a roadway at an intersection not more than 20 feet in width as measured from the prolongation of the lateral line of the roadway toward the prolongation of the adjacent property line, that is included within:

(a) The connections of the lateral lines of the sidewalks, shoulders or a combination thereof on opposite sides of the street or highway measured from the curbs or, in the absence of curbs, from the edges of the traveled roadway; or

(b) The prolongation of the lateral lines of a sidewalk, shoulder or both, to the sidewalk or shoulder on the opposite side of the street, if the prolongation would meet such sidewalk or shoulder.

(2) where neither sidewalk or shoulder exists, the portion of the roadway at an intersection, measuring not less than six feet in width, that would be included within the prolongation of the lateral lines of the sidewalk, shoulder or both on the opposite side of the street or highway if there were a sidewalk.

b. Marked Crosswalk – means any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway that conform in design to the standards established for crosswalks under ORS 810.200. A marked crosswalk is designated in a specific manner as described in the MUTCD in Section 3B.18 Crosswalk Markings.

c. MUTCD – The Federal Manual on Traffic Control Devices. This manual is published by the FHWA and establishes traffic control standards to be used in the United States.

9.01.050 Policy

It is the policy of the Council that crosswalks should be marked consistent with the MUTCD and:

- a. Where average pedestrian count is high;
- b. At signalized intersections;

CP 91-9.01 Crosswalks

- c. At school crossings with patrols;
- d. At school crossings on established safe routes to schools where there is substantial conflict between drivers, bicyclists and pedestrian movements, where students are encouraged to cross between intersections, or where students would not otherwise recognize the proper place to cross;
- e. At crossings in the Central Business District where average pedestrian count is high;
- f. At designated pedestrian islands; and
- g. At preferred safety locations to promote use of the safer location.

9.01.060 **Review and Update**

This policy shall be reviewed every four years in October by the Public Works Director and updated as appropriate.